

**AMENDMENTS TO THE CLAIMS**

The following listing of claims will replace all prior versions and listings of claims in the application:

**LISTING OF CLAIMS:**

1. (Currently amended): Method for controlling the opening and closing of intake valves of an internal combustion engine comprising an indirect fuel injection system, comprising at least a first intake valve and a second intake valve per cylinder, each valve making it possible to close or open a first and a second intake pipes, respectively, of the cylinder and being controlled independently from the other valve, at least one of the pipes being supplied with fuel and at least one of the other pipes not being supplied with fuel, ~~characterized in that it consists in~~  
wherein the method comprises controlling the closing of the valve(s) corresponding to the intake pipe(s) supplied with fuel during the time intervals when the injection system does not operate, and during these time intervals, controlling the opening of the intake valve(s) corresponding to the intake pipe(s) not supplied with fuel, so as to supply the cylinder with air.

2. (Currently amended): System for controlling the opening and closing of the intake valves of an internal combustion engine comprising an indirect fuel injection system, comprising at least a first intake valve and a second intake valve per cylinder, each valve being controlled independently from the other valve by an actuating device for closing and opening a first and a second intake pipes, respectively, of the cylinder, at least one of the pipes being equipped with a driven fuel injection device and at least one of the other pipes not being equipped with a fuel

injection device, and comprising means for controlling the fuel injection device, ~~characterized in that it~~

wherein said system comprises a central unit (UC) making it possible to control the actuating devices (EM1, EM2) so as to (i) close the valve(s) (S1, S2) corresponding to the intake pipe(s) equipped with a fuel injection device (F) during the time intervals when the means (UC) for controlling the fuel injection device (F) cut operation of the latter, and (ii) during these time intervals, open the intake valve(s) corresponding to the intake pipe(s) not supplied with fuel, in order to supply the cylinder with air.

3. (New): The method of claim 1, wherein the air flow at the exit of the engine is preserved during these time intervals.

4. (New): The system of claim 2, wherein the air flow at the exit of the engine is preserved during these time intervals.